

Transportation Commission

June 19, 2019



Public Comment Period 3 min per speaker



COMMISSION MINUTES: May 15, 2019 Meeting



Updates to Receive



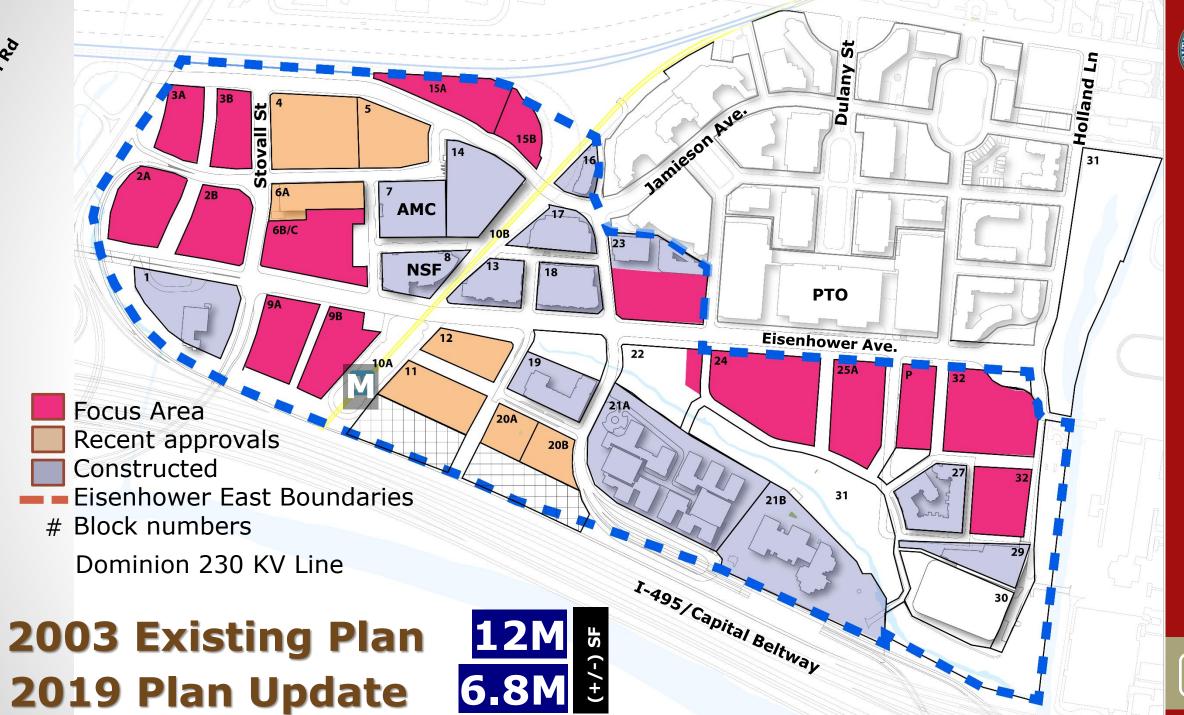
Commission Updates



Eisenhower East









Key Concepts

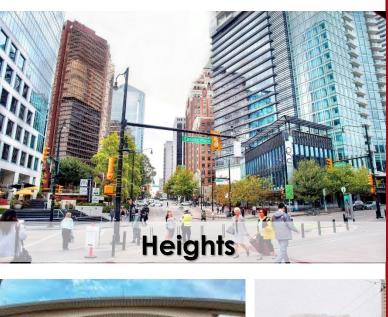














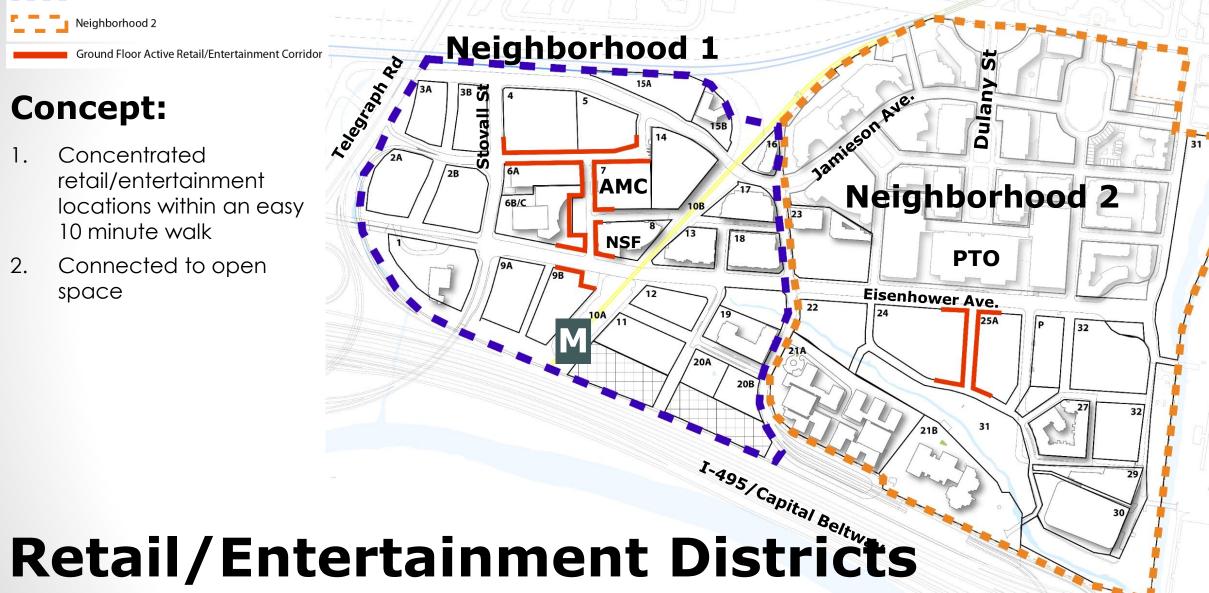






Concept:

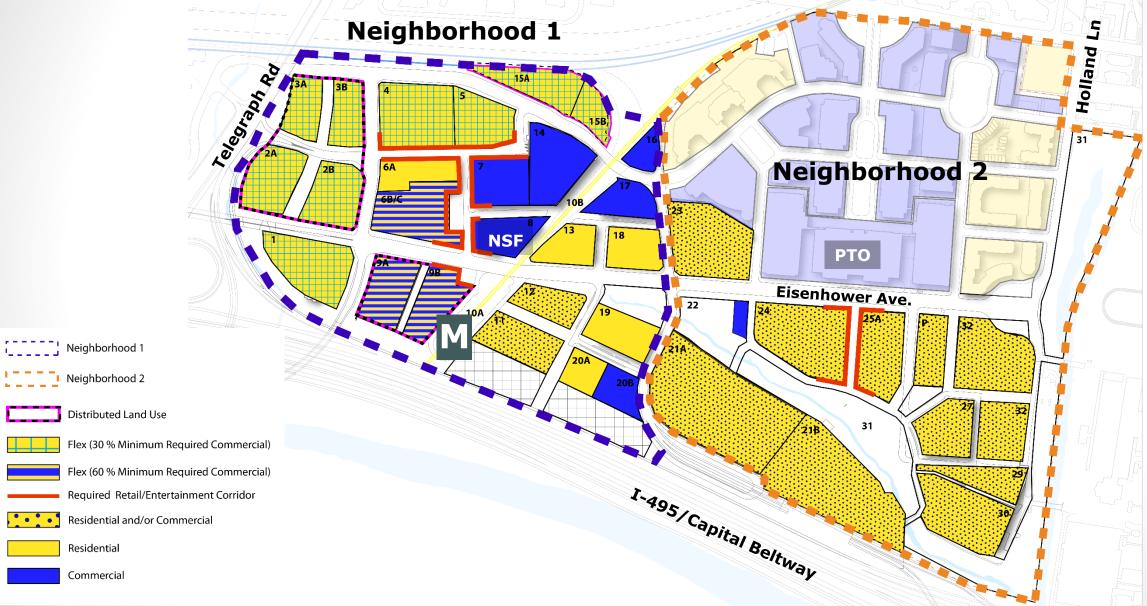
- Concentrated retail/entertainment locations within an easy 10 minute walk
- Connected to open space



and Placemaking

2019 Land Use





Resident/ Employee Balance





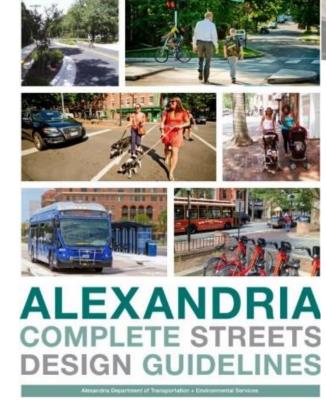
Building on...

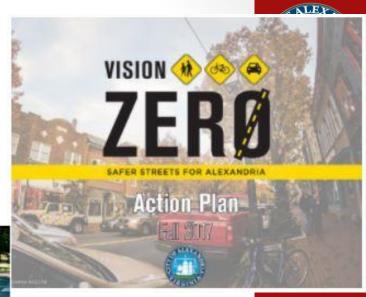
- Transportation Master Plan;
- Complete Streets Design Guidelines;
- Vision Zero Action Plan;
- Environmental Action Plan;
- Feedback from community.

The plan will be include recommendations prioritizing a safe environment for

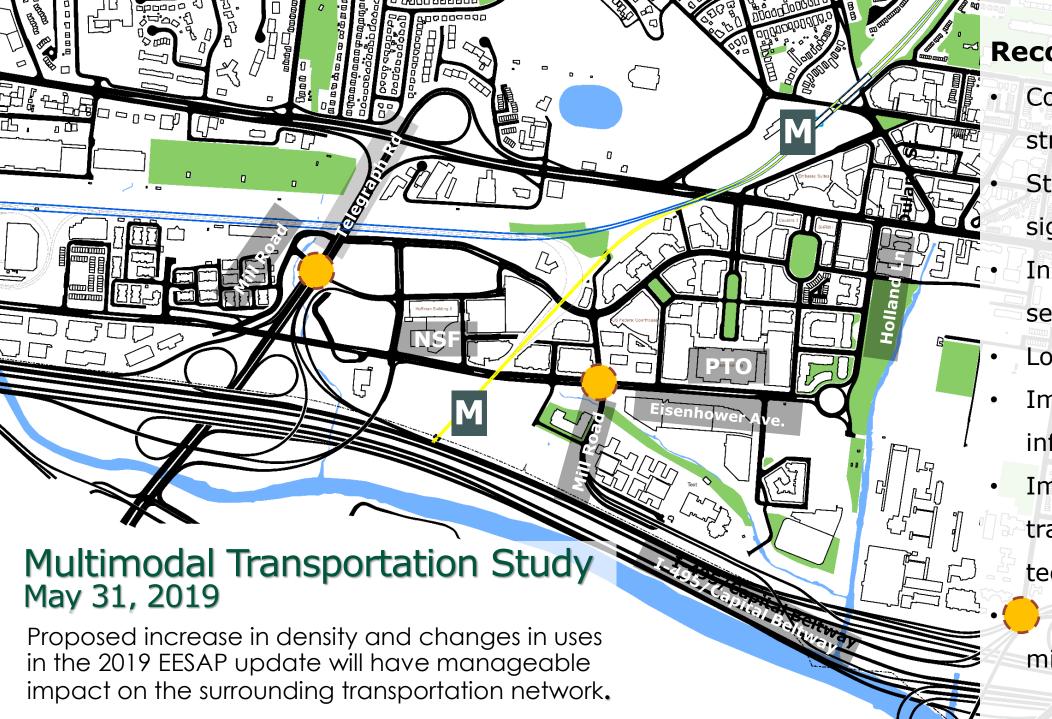
people of all ages and abilities moving in and around Eisenhower East and beyond.





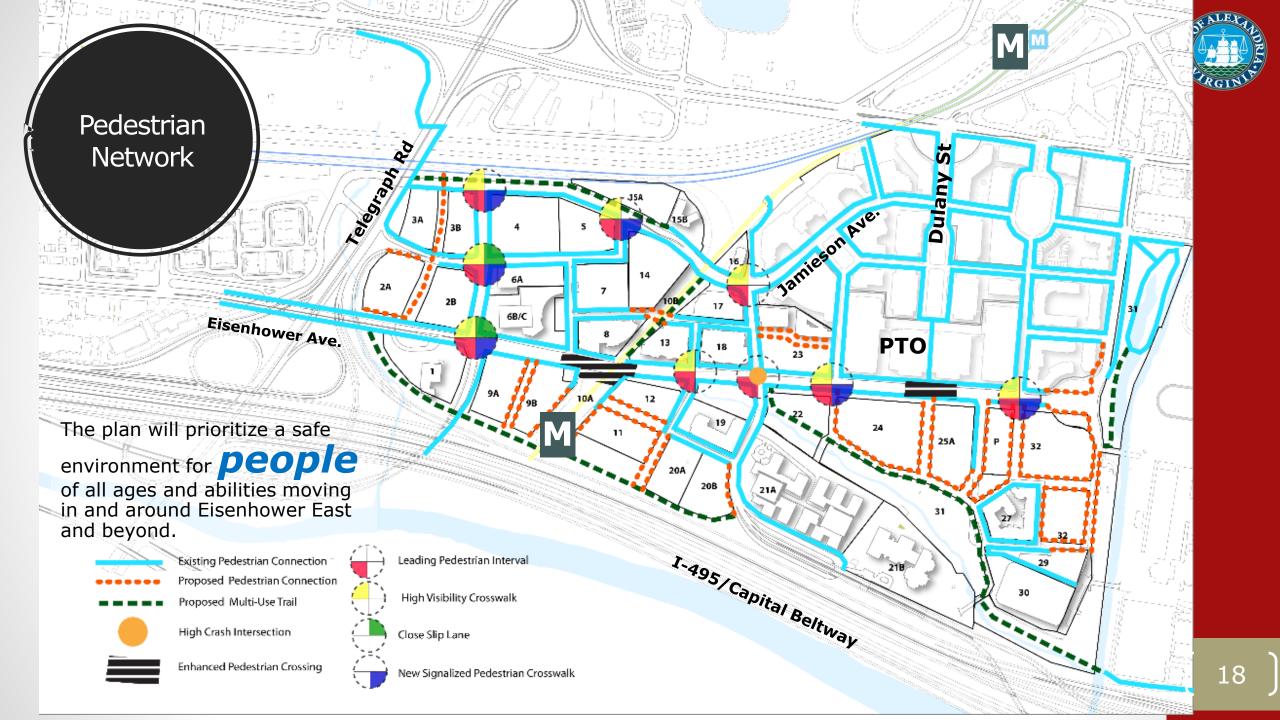


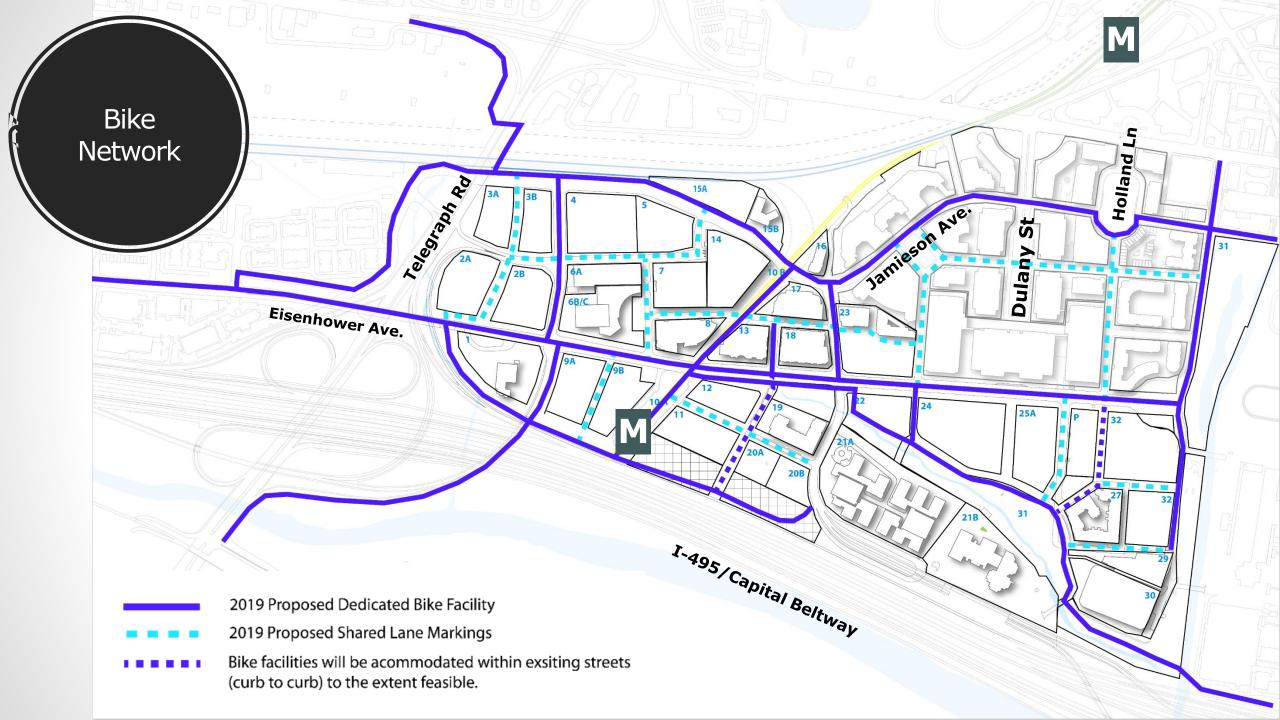




Recommendations

- Complete grid of streets
- Standardization of signals
- Increase bus services
- Low parking ratios
- Improved bicycle infrastructure
- Implement transportation technologies
- Site specific mitigations







Proposed Mobility Recommendations

GENERAL

- Implement network improvements consistent with the City's Complete Street Design Guidelines, Vision Zero Action Plan, and the Environmental Action Plan.
- Provide a continuous, connected, and accessible network that enables people of all ages and abilities to move safely 10. Provide a safe and accessible pedestrian and bicycle and comfortably within the neighborhoods and to destinations outside the neighborhoods.

PEDESTRIANS + CYCLISTS

- (Pedestrian Network) within the blocks, where feasible.
- Prioritize safe pedestrian crossings consistent with Figure 1 (Pedestrian Network).
- 5. Provide an enhanced pedestrian crossing on Eisenhower 12. Provide a complete grid of streets and blocks. Avenue at the Eisenhower Avenue Metrorail Station consistent with Figure 1 (Pedestrian Network).
- 6. With redevelopment, enhance pedestrian crossings on Eisenhower Avenue east of the Metrorail Station, with particular attention to the location of the future retail/entertainment district in Neighborhood 2.
- Improve the Mill Road and Eisenhower Avenue

- intersection consistent with Figure 1 (Pedestrian Network).
- Improve connectivity for people walking and biking to and from the Eisenhower Avenue Metrorail Station.
- Develop a comprehensive on- and off-street bicycle network consistent with Figure 2 (Bike Network).
- connection for people of all ages and abilities between Witter Field and the Eisenhower area via improvements to the existing connection at Mill Road or another comparable connection.
- Provide internal pedestrian connections shown in Figure 1 11. Explore options for an interim and future dedicated bike facility on Eisenhower Avenue.

STREETS

- 13. Dedicate to the City (or provide public access easements on) all streets and rights-of-way.

EISENHOWER AVENUE METRORAIL STATION

14. Pursue the feasibility of a northern Metrorail Station entrance

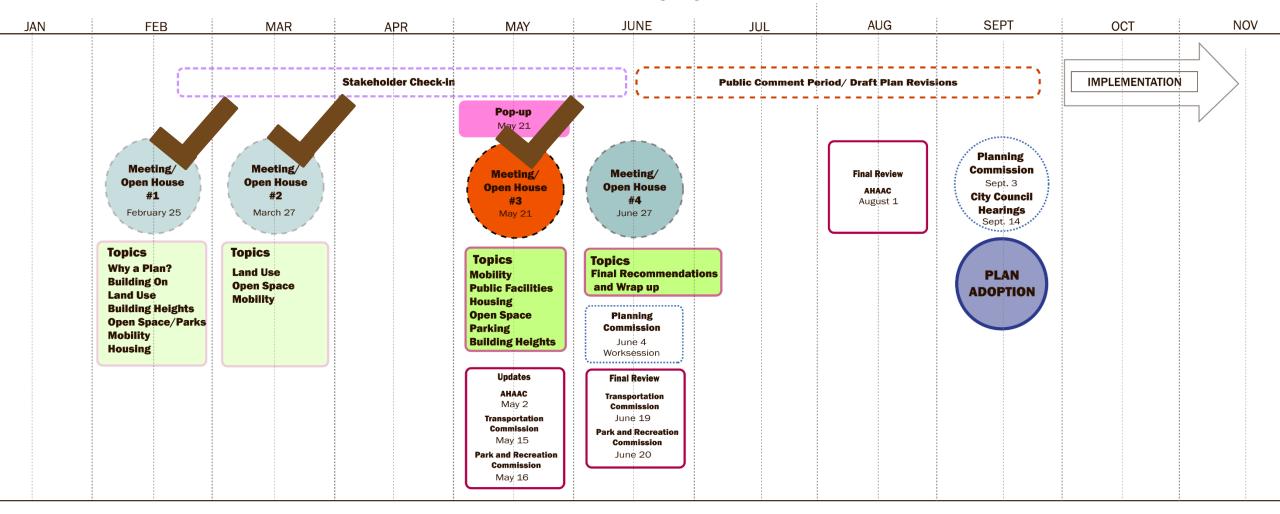


PROJECT SCHEDULE

EISENHOWER EAST PHASE 2 PLAN UPDATE

06/11/2019

2019









Transportation Alternative Set-Aside / Revenue Sharing Grant Applications



Transportation Alternatives Set-Aside

- Federal funding available to localities for "non-traditional" projects
 - Formerly the TAP Grant
 - Funds many bike/ped projects
- Reimbursement program (80 / 20)
- Maximum award \$2 million
 - \$1 million/year
 - 2 year cycle

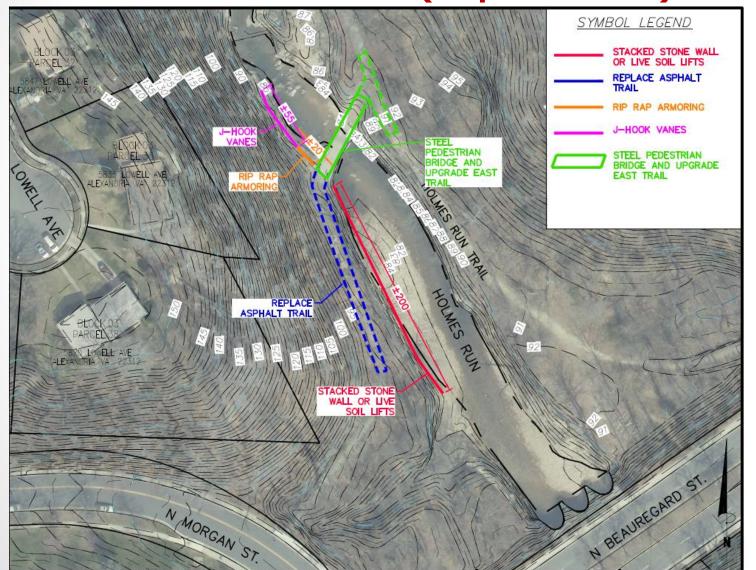


STAFF RECOMMENDATION

- Alternative I (four lanes) Alternative 2, modified (3 lanes, sidewalk added) Additional area considered for short-term and mid-term improvements (no lane changes)
- Close .25 mile sidewalk gap
- Top 10 priority sidewalk gap from Ped/Bike Plan
- Close proximity to community amenities and transit
- Dependent on City Council decision
 - Sept. 2019
- ~\$1.5 million



Holmes Run Trail at Dora Kelly (Option B)



- Collapsed in Fall 2018
- Rebuilding west bank (blue)
- Add all-weather bridge (green)
- Stream stabilization
- ~\$1.7 million





VDOT Revenue Sharing Program

- Funding for FY 2021 and FY 2022
 - Two year application cycle
- Provides additional funding for road repaving and reconstruction

Locality funds are matched with state funds (50-50)

Max award of \$5 million per year



Repaving Projects

- City typically applies for half the repaving budget
 - Typically \$2-\$3 million/year
- The final project list is currently under development
 - New PCI index in summer 2019



Timeline TA-Set Aside + Revenue Sharing

Preapplications due July 1 Council endorsement in September









VDOT
validation of
preapplications by
August 15

Full application due October 1





Motions

- Endorse the grant application for the TA Set-Aside program in FY 2021-2022 that gives staff the flexibility of applying for one of two projects (based on City Council's recommendation).
- Endorse the grant application for the VDOT Revenue Sharing Grant at an amount **not to exceed \$5 million per year** to provide funding for resurfacing and/or reconstruction in FY 2021 and FY 2022.



NVTA 70% Grant Application



Overview of NVTA 70% Program

- Funding for FY 2024-2025
- Primary Goals
 - Reduce Congestion
 - "Increase Quality of Life"
- Supports projects with <u>regional</u> significance
- Generally used for large projects (\$10's of Millions)
- Approximately \$400M available for region



Criteria

TransAction Analyses

- Congestion reduction
- Safety and efficiency of existing network
- · reduce emissions

Congestion Reduction Relative to Cost

Person hours of delay/cost

Qualitative Considerations

- Past performance
- Leveraging outside funding
- Modal/geographic balance

Long-term benefit

Benefit must be approx. equal to cost



Background:

- Initially recommended in 2008 Transportation Master Plan (Corridor B)
- Concept refined in 2012 Transitway Corridor Feasibility Study
 - Council recommended a phased approach
- City received \$12 million for FY20 from NVTA for design and environmental
- Full build is anticipated to cost between \$115 million and \$160 million

Funding request – Phase 1

- Up to \$75 million for final design and construction (Alternative 1a)
 - Signal upgrades, some dedicated travel lanes, pedestrian improvements
- Phase 2 (alternative 3c) implemented with later funding request
 - · Additional ROW for transit lanes, bicycle and pedestrian improvements

Benefits

- Increases travel options to reduce single occupancy vehicle travel
- Serves regional and local trips
- Supports development approved in the Eisenhower West, Eisenhower East and Landmark/Van Dorn Small Area Plans as well as upcoming small area plans along Duke Street





Timeline*

- July 1 Call for Regional Transportation Projects posted
- September 27 Deadline for applications
- March 13 thru April 19, 2020 Public comment period, jurisdictional Town Hall meetings (optional)
- April 9, 2020 NVTA hosts Public Hearing/Open House
- June 11, 2020 Adoption of FY 2024-25 Six Year Plan Update

^{*}Subject to Authority approval (scheduled for June 13, 2019) and CTB adoption of the SYIP (scheduled for June 19, 2019):



Motion

 Endorse the NVTA Regional Revenue 70% grant application for up to \$75 million for design and construction of Phase I of the Duke Street Transitway.



Bus Transformation Project

Agenda Item #8

BUS TRANSFORMATION PROJECT

Draft strategy briefing

May 2019









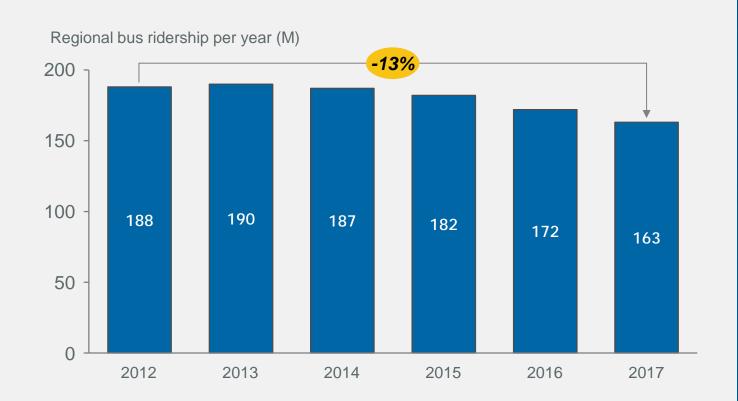


DRAFT

The Challenge:

Customers are turning to other travel options. Traditional definitions of bus service are not keeping pace with rapid technology and social change.

Since 2012, bus ridership has fallen by 13 percent across the region.



Bus faces several core challenges that will continue to grow unless changes are made today:



Meet changing customer needs



Keep up with changing technology



Coordinating across region



Maintain sustainable cost structure

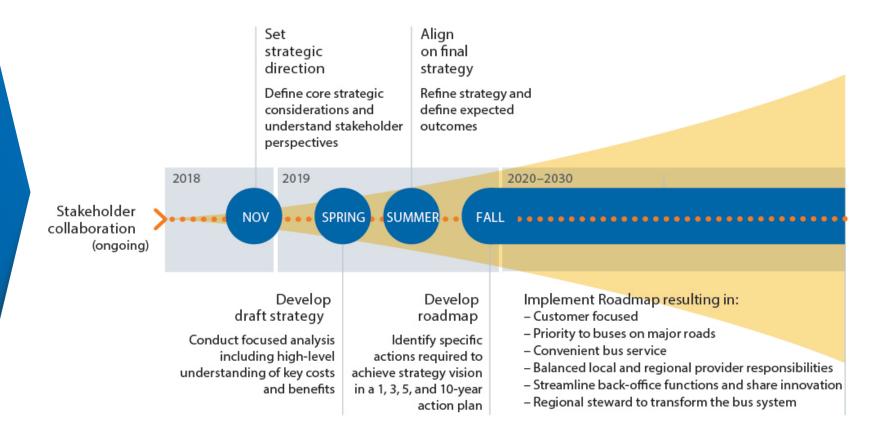


Deciding how service is paid for

This Draft Strategy lays out the desired direction for the regional bus system, and is not a detailed implementation guide.

The proposed recommendations will be revised, and will be analyzed further.

Once finalized, a 10-year Roadmap will be developed that lays out a series of specific implementation steps that will help the Bus Transformation gain momentum over time. The Transformation starts immediately, while tactical solutions will continue to be developed as we move through implementation



Project Vision:

Bus will be the mode of choice on the region's roads by 2030, serving as the backbone of a strong and inclusive regional mobility system.



Goals for bus in the region as voiced by stakeholders

 Provide reliable on-street transit options that efficiently connect Regional connectivity people to places and improve mobility Rider experience Ensure a convenient, easy-to-use, user-centered mobility option Maintain a transit mode that is financially sustainable in the long Financial stewardship term Sustainable economic Encourage vibrant, economically-thriving and sustainable health & access to communities opportunity Equity Create a bus system that is affordable and equitable

DRAFT

Strategy Elements

The strategy to achieve the vision and goals is built around six elements - with a set of recommendations underlying each:

		•	,
€	1	Customer Focused	The bus system should be customer-focused and an easy-to-use option that people want to ride
00	2	Priority to Buses on Major Roads	Prioritizing buses on major roads is the fiscally responsible way to move the most people quickly and reliably
	3	Convenient Bus Service	Frequent and convenient bus service is fundamental to accessing opportunity, building an equitable region, and ensuring high quality of life
	4	Balanced local and regional provider responsibilities	Balance local and regional provider responsibilities by positioning local bus systems to meet their jurisdictional needs and the regional bus system to meet regional needs and deliver regional benefits
ξ Ω,	5	Streamline Back-Office Functions and Share Innovation	Optimize back-office functions through sharing, streamlining and shared innovation by consolidating regional resources and devoting more resources to operating bus service
	6	Regional Steward to Transform the Bus System	Customers in a region with multiple bus providers need a regional steward to transform the bus system

Element: The bus system should be customer-focused and an easy-to-use option that people want to ride

Recommendations to drive strategy:

- A Expand marketing efforts related to bus to enhance visibility of bus options and benefits
- B Make buses easy to understand with legible maps and consistent route naming conventions
- © Create a mobile solution that allows riders to plan and pay for trips and access real-time service information
- Make bus fares clear and consistent across the region
- Introduce pass products that work across all bus systems
- Enhance reduced fare products for low-income residents
- Allow customers to transfer for free between bus and rail
- (H) Incentivize more employers to offer transit benefits
- Make bus stops safe, convenient, and accessible across the region
- Modernize the region's **bus fleet** with advanced technologies that improve the environment, safety, and the rider experience



What the strategy will achieve:

If bus agencies deliver outstanding end-to-end trip experiences for all riders, the region will see:

- Increased customer satisfaction
- Reduced safety incident rates at bus stops and on buses
- Reduced environmental impact of transportation
- Increased transit ridership
- More affordable transportation for residents that need it most
- Less congestion on our region's roads

Element: Prioritizing buses on major roads is the fiscally responsible way to move the most people quickly and reliably.

Recommendations to drive strategy:

- Obtain commitments from each local and state jurisdiction to prioritize bus on major corridors within their boundaries
- B Adopt consistent priority guidelines for corridors across the region
- Develop enforcement programs that maximize the effectiveness of bus priority efforts
- Offer incentives to jurisdictions to encourage implementation of the regional priority guidelines
- Coordinate with regional congestion mitigation efforts, including congestion pricing, curb access management, and parking limitations to move more people more efficiently

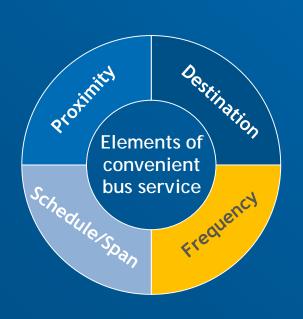


What the strategy will achieve:

If the region commits to priority treatment of bus, it will experience:

- Reduced journey time for bus riders
- Increased ridership
- Greater on-time performance for bus
- Decreased bus operating costs
- Improved traffic conditions across modes
- Improved regional productivity and competitiveness

Element: Frequent and convenient bus service is fundamental to accessing opportunity, building an equitable region, and ensuring high quality of life



Recommendations to drive strategy:

- A Develop a regional bus network plan that realigns routes to create the most efficient and customer focused bus system
- B Adopt consistent guidelines across the region to provide customers with the right amount of bus service by location and time of day
- Provide flexible, on-demand transit services to markets where customers are not well-served by conventional bus service



What the strategy will achieve:

Strategic investment in enhancing access to bus will result in:

- Increased responsiveness to customer demand for service
- Increased access to transit (frequency, schedule, span)
- Increased bus ridership
- More efficient use of resources

Element: Balance local and regional provider responsibilities by positioning local bus systems to meet their jurisdictional needs and the regional bus system to meet regional needs and deliver regional benefits

Recommendations to drive strategy:

- Position the regional bus system to provide the services that meet regional needs
- Revise the cost local jurisdictions pay WMATA for local service to better match the actual cost to provide service
- Develop a 10-year plan to optimally allocate services between bus systems for applicable routes



What the strategy will achieve:

Balancing local and regional provider responsibilities will:

- Better align bus service with regional needs
- Reduce cost of bus service regionally
- Improve regional coordination of bus service delivery
- Improve responsiveness of bus service to rider needs

Element: Streamline back-office functions and share innovation by consolidating regional resources and devoting more resources to operating bus service

Recommendations to drive strategy:

- A Consolidate back-office support functions to realize shared benefits of scale for bus systems that choose to participate
- B Establish a Regional Mobility Innovation Lab to drive continuous improvement in customer experience
- Develop regional standards for bus data collection, formatting, sharing, and analysis



What the strategy will achieve:

If the region pursues centralization of select business functions and shared innovation across bus operators, it will experience:

- Annual Cost saving potential of ~\$11.7 million due to economies of scale, which can be redirected into improving service
- Greater consistency in service for customers
- Greater understanding of bus system usage, which will enable additional cost savings and efficiencies
- Improved customer experience, leading to ridership growth

Element: Customers in a region with multiple bus providers need a regional steward to transform the bus system

Action recommendations to drive strategy:

- A Form a task force responsible for Bus Transformation Project execution; after a three-year period, transfer responsibilities to a formal Coalition of jurisdictional representatives with authority for implementation
- B Hold transportation and transit agencies accountable for prioritizing bus as a primary mode of transportation within their organizations
- Publish an annual Bus Transformation and bus performance scorecard to drive accountability for results



What the strategy will achieve:

If the region commits to strengthening coordination and governance, it will experience:

- Increased customer focused decision making
- More cost efficient use of resources
- Improved coordination among bus operators and across mobility modes

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More Information

Additional information, case studies, and analysis are available on the project website. Including:

White Paper #1	Project Overview, including key challenges	https://bustransformationproject.com/resources/#documents
White Paper #2	Strategic considerations and supporting analysis to help set the strategic direction for the Strategy	https://bustransformationproject.com/resources/#documents
Bus System Today	Summary of key information about the regional bus system	https://bustransformationproject.com/resources/the-bus-system-and-its-riders-today/
Public Input Survey Report	Summary of the results of the public survey on regional bus priorities conducted in Fall 2018	https://bustransformationproject.com/resources/public-survey-results/

BusTransformationProject.com/Resources/#documents



Alexandria Initiatives Underway

- Alexandria Transit Vision Study
 - Network redesign to align routes with demand
- Transitway Corridors
- Payment app for DASH bus



Local Implications

12 Metrobus routes would become DASH routes

 Elimination of rail to bus transfer fee may require additional subsidy



Staff Response Letter

- Supports efforts for improved customer experience and transit priority measures
- Encourages WMATA to build off the Alexandria Transit Vision (ATV) in a regional bus network redesign
- This planning process is not appropriate venue to determine operators of routes
 - Impacts not been fully considered
 - Conversations with local providers needed



Transportation Commission Response

Feedback options:

No feedback

- Letter with:
 - Input on biggest priority(ies)
 - Input on messaging
 - Support for staff feedback



Other Business

Agenda Item #7